





THE BRITISH SOLDIER IN INDIA.

As President of the Tropical Section of the

International Congress of Hygiene and Demography at Buda-Pesth, Surgeon-Major Theodore Daka, M.D., F.R.C.S. Eng., delivered an address on the principal diseases of India, with special reference to their effect on Europeans. In his remarks on cholera he referred to the important and successful investigations of Dr. Patrick Manson (*Ante*

A young soldier or civilian arriving in India is exposed to very different influences

from those which surround him in his native home; he is a novice not merely in general experience, because of his age, but he is utterly ignorant of the new conditions which surround him in the tropics. He is ignorant of the germs, to attacks of fatal disease before his system has accommodated itself to its new environment. Typhoid fever is the maldy to which the young European soldier is most liable during his first two years of service. There may be great differences as to the exact incidence of this maldy, but the fact that it is the most prevalent of the malds to which he is subject, but these do not seem to affect materially his liability to this disease. The army reports show that out of seven regiments and batteries which were sent to India between the years 1871 and 1880 and were dispersed to various districts of India, 10,000 men remained in the country free from typhoid fever. The same susceptibility to the disease still continues in the European army of India. Estimating the liability

The constitutional liability of the *gastroenteritis* soldier to this form of fever, which was first described by Siriven from Ruremich in 1860, was subsequently statistically established by Boden, and has been confirmed by many other authors. The glands of the small intestines, examined after death, show definitely the pathogenic changes. The point at which we need our soldiers to live may be termed the "enteric fever factor." After middle age Peyer's patches and solitary nodules are no longer found in the intestine; morbid alterations, and these

dividuals in all countries usually escape attacks of typhoid fever. Various opinions as to the causation of typhoid fever have been adduced. There are two points in which the origin of the disease may be traced. One is the source of the infecting organism, and the other, within the system, is the mode of its introduction. Mucous and pythogenic and pythagenic theories have to a great extent been superseded by the results of the investigation of Eberth, Gelfky, and others, establishing the fact that a specific bacillus is found in the lymphatics, mesenteric gland, spleen, liver, and kidneys, and that it is the cause of the typhoid element of enteric fever. The plausible hypothesis has been put forward by Manson in explanation of the vulnerability of the British soldier to the fever in connexion with the new environment and changed condition of life to which a young and recreant soldier is subjected in the tropics. It is suggested, and partitioned, that the temperature, causing a greater physiological activity in the lymphatics and intestines, and, with its system of Peyer's and mesenteric glands, it must be remembered that the young soldier is a young man, and that the military population, as I have said, is exclusively composed of young men of age from eighteen to thirty. The sameness of the results of microscopic evidence would

far to establish the identity of all pathological conditions, and the question has yet to be determined whether every case of typhoid fever, however produced, presents the same toxic bacillus of Elmhurst and Griffith.

result which, it is presumed, has not yet attained. It is, moreover, very important to determine the exact relation which *Escherichia coli* holds with regard to the bacillus of typhoid fever.

attacks the coloured races. In the last  
turns of India several deaths from it are  
recorded; still, the disease among the natives  
of India is very rare as compared with  
prevalence among Europeans, as shown in  
the following return of the annual reports  
1892, which is quite corroborative of the

	188-91		1892.
	Admissions	Deaths	Admissions
European troops	14.7	4.13	22.1
Native troops	0.3	0.09	0.4

Among the native troops the mortality fever is also, as we see, relatively very and it is noteworthy that the cases which arise seem to occur mainly in the Gambia.

regiments, the military and dominant race of Nepal, who feed very much like European drink alcoholic beverages, and eat meat food and the Mahomedan sustenance for alcohol. British officers seldom suffer in about equal proportion with the rest of their regiments, but the women and children, who drink more water and milk than the men, but are much less exposed, appear to suffer less. Assuming that the *E. Gaffky bacillus* is veritably and indeed the cause of enteric fever, it is not surprising that the life-history is required to elucidation of the life-history and development of this micro-organism, and of the means by which it gains entrance into the body.

its victims. Further, fuller, and precise information is required before a tactical application can be made of our advances in bacteriological knowledge in this re-

**A BRITISH DOLLAR.**  
(BY E. S. GUNDET.)

It is a curious illustration of the difficulties caused by the widening gulf between silver and gold, that Hongkong and the Settlements should be suffering from dearth of currency; and scarcely less curious, perhaps, that it is only after fifty years of possession in the one case and several in the other, that we are about to provide with a British coin.

In the early days of European intercourse with China, the Chinese dollar was a

with the Chinese, and the latter as a medium of exchange and it is an exaggeration to say that the word scraped, at one time, of these dollars the Chinese for their tea and silk. But greater part of this money returned in the interior, and a scarcely gradual one, which grew into a dearth, became necessary to invent another and circumstances led to the adoption of Mexican. The Chinaman hated a new Conservative though he be, however amenable to circumstances, and accepted neither now as willingly as he did it predecessor. The coin which served for commercial relations with China came naturally to be used in Colombia whose pe-

length on the recent improvement of England's mercantile marine, and the record passage of 5 days and 8 hours and 38 minutes from Sandy Hook, which he said, remained to the credit of the English ship, equipped with English machinery and manned and commanded by Englishmen. The nation was justly proud of the splendid English fleet, which would prove such a valuable auxiliary to the navy in time of war. He mentioned the Liverpool, upon

war, the magnificent Liverpool spirit maintaining its place as one of the finest centres of foreign trade. The magnificence of the harbor, wharves and docks was due to the wisdom and foresight of Liverpool's citizens. If these citizens should work in the future with the spirit they had shown in the past, they could not fail to retain the trade which they had gained.

An engrossed address and a silver service were presented to the Duke and Duchess in St. George's Hall. The streets are decorated elaborately. Every appearance of the Duke and Duchess during their short visit, has been the signal for an

**THE PEACE OF EUROPE.**  
*Berlin, Sept. 10.*—The *Boersen Courier* has an interview with Russia's Finance Minister, Dr Witte. He said that Russia's policy was one of absolute peace. He regretted that war preparations continued despite the fact that the three most powerful monarchs in Europe were unanimous in their declaration of peace. Dr Witte spoke also of Russia's purchase of railway materials abroad. He had often advised purchases in Germany when prices were suitable, he said, to show his friendly feelings towards that country.

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YACHTING.  
London, Sept. 10.—Col. Saunderson, M.P. will have a letter in to-morrow's *Times* defending the centre-board. The *Vigilant* accident, he says, was not due to her board but to the negligence with which it was fitted. Yet he does not advocate centre-boards in deep water, because the new style of racer is virtually a vessel with a fixed board. It is so heavily weighted, however, that it is so difficult to trim.

argues, that it has all the merits of a coarctate without the defects. 'On a recent occasion when the German Emperor asked my opinion whether he should place a board in his new yacht,' writes Col. Saunderson, 'strongly advised a fixed keel.'

**THE BARRING ESTATE.**

*London, Sept. 11.*—The *Post* is informed that a syndicate is buying the old Barrington stock. To-day it says the syndicate purchased £250,000 of Buenos Ayres water works debentures at 69 for cash, with an option of £250,000 more at 80 1-2, the decision to be given by the end of next month. The liquidation is now proceeding.

**THE PANAMA CANAL.**  
London, Sept. 11.—The *Standard's* Paris correspondent telegraphs: The new Panama Canal shares are for 100 francs each. Some 300,000 shares will be offered to the public. If the amount be not wholly subscribed, proviso will be made with the fund in the hands of the liquidator. It is estimated that the present issue of 650,000 shares will suffice to carry the work for at least 18 months.

**WILL ASSIST THE DUTCH.**  
*The Hague*, Sept. 11.—It is announced officially that a friendly power has offered to help the Dutch with troops in the subjugation of Lombok. Trade along the coast has been prohibited. Before fleeing from the island the Balinese Minister Dilyant offered the natives to cease fortifying their positions and hoist the white flag when the Dutch should approach.

**CHANGES IN CUSTOMS REGULATIONS.**  
*London*, Sept. 11.—The Post Office Customs rule prohibiting the importation

unmanufactured tobacco by simple po  
has been abolished by Postmaster-Gener  
Morley. Hereafter samples of unman  
ufactured tobacco, if not over four ounce  
in weight, will be delivered by postma  
direct on the payment of the custom  
charges of nine shillings.

**FRENCH TO ATTACK MADAGASCAR.**  
**Paris, Sept. 11.**—The Government w  
add four warships to the French square  
in the Indian Ocean. It is reported th  
an expedition of,000 strong is to march  
Antananarivo, the Capital of Madagascar  
by a route already planned.

**PREMIER CRISPI DENOUNCED.**  
London, Sept. 11.—'Ouida,' (Louisa  
La Ramée), the well known novelist,  
has written a long letter to 'Truth'  
making a virulent attack upon Signor  
Crispi, the Italian Prime Minister,  
his treatment of political prisoners. The  
letter deals chiefly with the case of  
Giuseppe De Felice Guccifrida, who was  
recently sentenced to a long term of im-  
prisonment for the part he took in the  
Socialist troubles in Sicily. Ouida says  
that this prisoner is the one Signor Crispi  
most dreads and therefore represents

worst. He is confined in a cell, the dimensions of which are three by five metres, in the fortress at Volterra. He is doomed to three years' solitary confinement, after which he will have to serve some of years at hard labor, working for totalleisure. Ouida thus describes Sig. Crispi: "Englishmen should abhor actions, public or private, of this turn; this red revolutionist who has become opportunist, a reactionist. Crispi has suppleness, insincerity and cunning of Italian lawyer. He has also the harsh passion for persecution, vindictiveness

**MISSIONARIES IMPRISONED.**  
Boston, Mass., Sept. 11.—The Secretary of the American Board of Commissioners for Foreign Missions, whose office is in this City, has received a cable despatch from Aintab, Turkey, which announces the arrest and imprisonment of a number of professors in the American schools at that point, and also at Marash. Secretary

ton says that three Amherst men and graduate from the Union Theological Seminary of New York must be among the number. The charge made against missionaries is that they were league with the Armenian revolution faction of that country, and further they helped to stir up sedition against Government by their teaching.

'HIS DEAR FRIEND, THE Czar.'

Vienna, Sept. 11.—A despatch to Lemberg says that at the Imperial banquet the Emperor Franz Joseph proposed toast of his friend, the Czar, the

**PORTUGAL AND BRAZIL.**  
**Lisbon, Sept. 12.**—The *Journal do Commercio* said to-day that Portugal solicited the mediation of the United States during her quarrel with Brazil as to the sheltering of the Brazilian insurgents aboard Portuguese warships. The United States declined to interfere according to the *Journal*, and then England was requested to mediate. The 'Journal's' informant had information that England assented, but Brazil refused her mediation, not wishing to renew diplomatic relations with Portugal.

**London, Sept. 12.**—The *Times* publishes this statement from its Lisbon cor-

**THE EAST ATLANTIC LINE.**  
London, Sept. 11.—The Allan Line people have a letter in the *Times* denying the reflection cast upon their enterprise by Lord Brassey in his letter of the 8th. Canada originally subsidised their steamers, they say but when, for motives of safety, they lengthened the passage, the Government reduced the subsidy. "When the service ceased to pay," says the letter, "the Government refused any advance, even at the risk of the abandonment of the route."

when he finally wrote to them, he said he had been given direct support being given by the Canadian Pacific and the Grand Trunk railways.

**ACROSS THE ATLANTIC IN A SMALL BOAT.**  
*Queenstown, Sept. 12.*—The little schooner *Nina*, Capt. Frietsoh, arrived here today from New York. Frietsoh was the only man on board.

Capt. Frietsoh says that when he was four days out from New York the *Nina* sprang a leak and he was compelled to build and rig a new pump before he was able to get the *Nina* under control. Off the banks of Newfoundland

day, August 5. She thus makes the trip across the Atlantic in thirty-eight days, a remarkable time for such a craft, and nineteen days behind the time made by the yacht *Falkrie* when she returned to England from this port. She was brought to New York by Capt. Frietach from Milwaukee in June. In shipping circles considerable doubt was expressed as to the ability of the *Vinga* to cross the ocean safely.

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- Quotations.

HONGKONG, October 10, 1894.

	Previous day 5 p.m.	On date at 10 a.m.	On date at 4 p.m.
Barometer ...	29.93	30.02	29.99
Temperature ...	79	78	82
Humidity ...	75	67	64
Direction of Wind ...	—	N	NE
Force ...	0	2	1
Weather ...	c	c	b
Rain ...	—	—	—

Highest open air temperature on the day ...  
 Lowest open air temperature on the day ...

Do.	4 P.M....	78
Do.	(Wet bulb) 9 A.M.	74
Do.	Do. 1 P.M.	76
Do.	Do. 4 P.M.	78
Do.	Maximum ....	79
Do.	Minimum over night	74

## Mails.



STEAMSHIP FOR  
CEYLON, AUSTRALIA, INDIA,  
ADEN, EGYPT,  
MEDITERRANEAN PORTS,  
PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship **SIAM**, Captain H. T. WICKELL, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, TOMORROW, the 11th October, at Noon, taking Passengers and Cargo for the above Ports. (This Steamer connects at Bombay with the **GALEON**, which Vessel takes on her Cargo for LONDON, via SUEZ CANAL, leaving that port on the 3rd NOVEMBER, 1894.)

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 p.m. on the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to  
H. H. JOSEPH,  
Superintendent.  
P. & O. S. N. Co.'s Office,  
Hongkong, October 10, 1894. 1506

## NORDEUTSCHER LLOYD.

## NOTICE.

STEAMSHIP FOR  
SINGAPORE, COLOMBO, ADEN,  
SUZ, PORT SAID,  
NAPLES, GENOA,  
ANTWERP, BREMEN & HAMBURG,  
PORTS IN THE LEVANT, BLACK  
SEA & BALTIC PORTS;  
ALSO,  
LONDON, NEW YORK, BOSTON,  
BALTIMORE, NEW ORLEANS,  
GALVESTON & SOUTH AMERICAN  
PORTS.

THE COMPANY'S STEAMERS WILL CALL  
AT SOUTHAMPTON TO LAND PASSENGERS  
AND LUGGAGE.

N.B.—Cargo can be taken on through Bills  
of Lading for the principal places in  
RUSSIA.

ON MONDAY, the 15th day of October,  
1894, at 3 p.m., the Company's  
S.S. **DARMSTADT**, Capt. D. HOSCHMANN,  
with MAELS, PASSENGERS, SPECIE,  
and CARGO, will leave this port as above,  
calling at NAPLES and GENOA.

Shipping Orders will be granted till  
Noon, on SATURDAY, the 13th October,  
Cargo and Specie will be received on  
board until Noon, on MONDAY, the 15th  
October, and Parcels will be received at the  
Agency's Office until Noon, on SUNDAY,  
the 14th October. Contents of Packages  
are required. No Parcel Receipts will be  
signed at less than \$2, and Parcels should  
not exceed Two Feet Cubic in measure-  
ment.

The Steamer has splendid Accommodation  
and carries a Doctor and Stewardess.  
Linen can be washed on board.

For further Particulars, apply to  
MELOCHERS & Co.,  
Agents.

Hongkong, September 22, 1894. 1531

## NOTICE.

COMPAGNIE DES MESSAGERIES  
MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAMSHIP FOR  
SAIGON, SINGAPORE, BATAVIA,  
COLOMBO, PONDICHERY,  
MADRAS, CALCUTTA, ADEN, SUZ,  
PORT SAID,  
MEDITERRANEAN AND  
BLACK SEA PORTS, ALEXANDRIA,  
MARSEILLES, LONDON,  
HAVRE AND BORDEAUX.

ALSO  
PORTS OF BRAZIL AND LA PLATA.

ON WEDNESDAY, the 17th October,  
1894, at Noon, the Company's  
S.S. **MELBOURNE**, Commandant HUAN,  
with MAELS, PASSENGERS, SPECIE,  
and CARGO, will leave this port for the  
above places.

Cargo and Specie will be registered for  
London as well as for Marseilles, and ac-  
cepted in transit through Marseilles for the  
principal places of Europe.

Shipping Orders will be granted till  
Noon.

Cargo will be received on board until 4  
p.m., Specie and Parcels until 3 p.m. on  
the 16th October, 1894. (Parcels are not  
to be sent on board; they must be left at  
the Agency's Office.)

Contents and value of Packages are re-  
quired.

For further Particulars, apply at the  
Company's Office.

G. DE CHAMPEAUX,  
Agent.

Hongkong, October 4, 1894. 1599

## FOR SALE.

CHINESE SCHOOL-BOOKS:

SAM TSE-KING,

TEH TSE-MAN,

LITERALLY TRANSLATED AND EXPLAINED

BY

DR. E. J. REBEL.

Price: 15 CENTS PER COPY.

CHINA MAIL OFFICE,

Hongkong, May 17, 1893. 905

## Mails.

Occidental & Oriental Steam-  
Ship Company.

MAKING CARGO AND PASSENGERS  
TO JAPAN, THE UNITED  
STATES, MEXICO, CENTRAL AND  
SOUTH AMERICA, AND EUROPE,  
VIA  
THE OVERLAND RAILWAYS,  
AND  
ATLANTIC & OTHER CONNECTING  
STEAMERS.

VIA INLAND SEA OF JAPAN AND  
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

**Belgic** (via Amoy, Nagsaki, Kobe, Inland Sea and Yokohama)..... SUNDAY, Oct. 14, at daylight.  
**Oceanic** (via Nagsaki, Kobe, Inland Sea and Yokohama)..... TUESDAY, Oct. 30, at 1 p.m.  
**Taitic** (via Nagsaki, Kobe, Inland Sea and Yokohama)..... TUESDAY, Nov. 20, at 1 p.m.

THIS Steamship **BELGIC** will be despatched for SAN FRANCISCO, via AMOY, NAGASAKI, KOBE, INLAND SEA AND YOKOHAMA, on SUNDAY, the 14th October, at Daylight, connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passengers Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Rates and particulars of the various routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This discount does not apply to through fares from China and Japan to Europe.

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office until 5 p.m. the day previous to sailing.

Consular invoices to accompany Cargo destined to points beyond San Francisco, to the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

C. L. GORHAM,  
Acting Agent.  
Hongkong, October 9, 1894. 1476

## U. S. Mail Line.

## PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND  
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

**Peru** (via Nagsaki, Kobe, Inland Sea and Yokohama)..... SATURDAY, Oct. 20, at 1 p.m.  
**City of Rio de Janeiro** (via Nagsaki, Kobe, Inland Sea and Yokohama)..... WEDNESDAY, Nov. 7, at 1 p.m.  
**City of Peking** (via Nagsaki, Kobe, Inland Sea and Yokohama)..... WEDNESDAY, Nov. 28, at 1 p.m.

THE U. S. Mail Steamship **PERU** will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA AND YOKOHAMA, on SATURDAY, 20th October, at 1 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passengers Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding orders FOR OVERLAND CITIES in the United States have the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$10.00 Gold in addition to the regular tariff rate.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for trans-shipment to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m., same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular invoices to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

C. L. GORHAM,  
Acting Agent.  
Hongkong, October 3, 1894. 1500

## Mails.

NORTHERN PACIFIC STEAMSHIP  
AND RAILROAD COMPANIES.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

**Victoria**..... Tuesday, October 16, at daylight.  
**Tacoma**..... Tuesday, November 11, at daylight.  
**Victoria**..... Tuesday, Jan. 1, 1895, at daylight.

THE Steamship **SIKH**, Captain J. Rowley, sailing at Noon, on TUESDAY, the 16th October, will proceed to VICTORIA, B.C., and TACOMA via SHANGHAI, INLAND SEA, KOBE and YOKOHAMA.

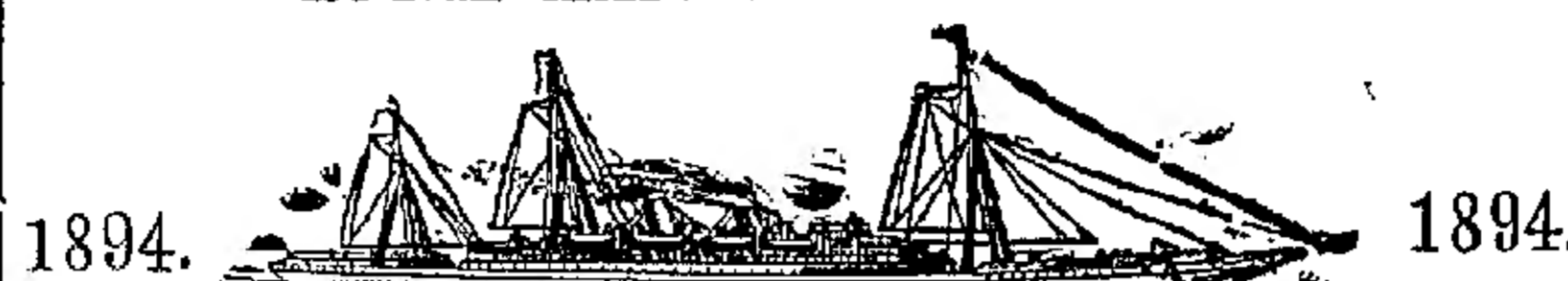
Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the care of The Freight Agent, Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office with address marked in full by 5 p.m., on the day previous to sailing.

For further information as to Passage or Freight, apply to  
DODD, WELLS, CARILL & Co.,  
Agents.

Hongkong, September 27, 1894. 1551

CANADIAN PACIFIC RAILWAY COMPANY'S  
ROYAL MAIL STEAMSHIP LINE.

1894. 1894.

SAFETY—SPEED—PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,  
VIA CANADA AND THE UNITED STATES.

(Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)  
Ten Screw Steamships—6,000 Tons—10,000 Horse power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

**EMPEROR OF CHINA**, Comdr. R. ARCHIBALD, R.N.R., WEDNESDAY, 31st October.

**EMPEROR OF JAPAN**, Comdr. G. A. LEE, R.N.R., WEDNESDAY, 28th Nov.

**EMPEROR OF JAPAN**, Comdr. G. A. LEE, R.N.R., WEDNESDAY, 28th Dec.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make a voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months. SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney, Australia via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months \$100.

The attractive features of this Company's route, embraces its PALATIAL TRANSPORTATION (second to none in the world), the LUXURIANCE OF ITS TRANSCONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled. For further information, Maps, Guide Books, Rates of Passage, etc., apply to  
D. C. LEE, JR., General Agent,  
PODDER STREET, 1587

Hongkong, October 3, 1894.

SHARE LIST.—QUOTATIONS.—OCTOBER 10, 1894.

Stocks. No. of Shares. Value. Paid-up. Closing Quotations, Cash.

**HONGKONG AND SHANGHAI BANK CORP.**, 30,000 \$ 120 all 92 % prem., sellers

**Bank of China, Japan and Straits**, 10,000 \$ 100 all 100 % prem., sellers

**Bank of China, Japan and Straits**, 10,000 \$ 100 all 100 % prem., sellers

**National Bank of China, Limited**, 10,000 \$ 100 all 100 % prem., sellers

**MARINE INSURANCE CO.**, 10,000 \$ 100 all 100 % prem., sellers

**Canton Insurance Co., Ltd.**, 10,000 \$ 100 all 100 % prem., sellers

**China Traders' Insurance Co., Ltd.**, 10,000 \$ 100 all 100 % prem., sellers

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## Intimations.

## SANTAL-MIDY.

The pure Essence of Santal obtained by Midy's process from the best Mysore wood.

SANTAL-MIDY entirely different from the Santal oil of the Indian Bazaar, is superior to Copaiba, Cubeb, or injections, and free from all bad smell or other inconveniences.

SANTAL-MIDY cures all de- rangement of the urinary organs in either sex in 48 hours.

SANTAL-MIDY is contained in small round capsules, each of which bears the name (MIDY) in black letters, without which none are genuine.

SANTAL-MIDY Beware of Imitations. All other Capsules or mixtures contain impurities, resin, oils, &c., and are worse than useless.

SANTAL-MIDY is sold by all medicine dealers throughout the world.

Paris: 3, Rue Vivienne, 3.

For Sale by A. WATSON & Co., Chemists.

Hongkong, September 27, 1894. 1551

## Merchant Vessels in Hongkong Harbour.

(Excluding of late Arrivals and Departures reported to-day.)

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing at

Green Island. Vessels near the Hongkong shore are marked h., near the Kowloon shore k., and those in the body of the Harbour or midway between each shore are marked s., in conjunction with the figures denoting the sections.

- Section.  
1. From Green Island to the Gas Works.  
2. From Gas Works to Jardine's Wharf.  
3. From Jardine's Wharf to the Harbour Master's Office.  
4. From Harbour Master's Office to the P. and O. Co.'s Office.  
5. From P. and O. Co.'s Office to Peddar's Wharf.  
6. From Peddar's Wharf to the Naval Yard.  
7. From Naval Yard to Blue Buildings.  
8. From Blue Buildings to East Point.  
9. From East Point to North Point.  
10. From North Point to Kowloon Wharves.  
11. Jardine's Wharf.

Vessel's Name.	Country or Flag.	Captain.	Flag and Rig.	Tons.	Date of Arrival.	Commissaries or Agents.	Destination.	Remarks.
Steamers								
Agnes	5	c Ellis	Brit. str.	290	.....	Geo. R. Stevens	.....	H'loon Do
Airlie	5	c Ellis	Brit. str.	2840	Oct. 8	Gibb, Livingston & Co.	Sydney	13th inst.
Alwino	5	c Bendixen	Ger. str.	400	Oct. 8	Wiesler & Co.	Kobe	To-morrow
Amigo	5	c Bendixen	Ger. str.	771	Oct. 3	Chinese	.....	To-morrow
Amoy	5	c Wolff	Ger. str.	633	Oct. 3	Chinese	.....	To-morrow
Arcoy	5	c Samuel	Ger. str.	2307	Oct. 10	Chinese	.....	To-morrow
Ask	5	c Roveback	Danish str.	631	Oct. 9	A. R. Marly	Bombay, &c.	To-morrow
Belgie	5	c Walker	Brit. str.	4221	Oct. 4	O. & O. S. S. Co.	San Francisco	13th inst.
Bygdø	5	.....	Norw. str.	771	Sept. 20	Chinese	.....	H'loon Do
Cassius	3	h Unruh	Brit. str.	1757	Oct. 4	Order	.....	To-morrow
Changsha	5	c Williams	Brit. str.	1469	Oct. 4	Butterfield & Swire	Sydney, &c.	To-morrow
Daventry	5	c Garnaworthy	Brit. str.	1673	Oct. 4	Butterfield & Swire	.....	To-morrow
Derwent	5	h Reid	Brit. str.	1557	Oct. 3	Yuen Fat Hong	Swatow	To-morrow
Doris	2	c Peterson	Ger. str.	771	Oct. 10	Lauts and Wegener	Nanchwang	To-morrow
Empress of China	5	c Archibald	Brit. str.	3008	Oct. 10	Canadian Pacific Railway Co.	Vancouver	13th inst.
Frances	3	c Wettersgreen	Norw. str.	958	Oct. 3	Yuen Fat Hong	Saigon	To-morrow
Frej	6	h Strand	Dan. str.	397	Oct. 6	Arnsfeldt, Karberg & Co.	Holbo	To-morrow
Fushan	5	.....	Chi. str.	1804	July 27	C. M. S. N. Co.	Shanghai	Laid up
Gorda	5	h Lent	Ger. str.	1400	Oct. 8	Siemssen & Co.	Hamburg	To-day
Glomorganshire	5	c Vayway	Brit. str.	1630	Oct. 3	Butterfield & Swire	Nagasaki, &c.	To-morrow
Hailong	5	h Roach	Brit. str.	783	Oct. 9	Douglas Steamship Co.	Coast Ports	To-morrow
Hanoi	5	c Chodzko	Fehl. str.	758	Oct. 10	A. R. Marly	.....	To-morrow
Holstein	5	c Bruhn	Ger. str.	1103	Oct. 8	Wiesler & Co.	.....	To-morrow
Ingraban	5	c Piper	Ger. str.	804	Oct. 4	Dahlmann	Saigon	To-morrow
Irene	5	c Webber	Brit. str.	823	Oct. 9	Wiesler & Co.	.....	To-morrow
Kutuang	5	c Jackson	Brit. str.	1473	Oct. 3	Jardine, Matheson & Co.	Singapore	13th inst.
Lung	5	c Ward	Brit. str.	1400	Oct. 30	Butterfield & Swire	Holbo, &c.	To-morrow
Loe Sok	5	c Jackson	Brit. str.	1040	Oct. 7	Yuen Fat Hong	Touron	To-morrow
Malibdo	3	c Moos	Ger. str.	600	Oct. 6	Siemssen & Co.	Swatow & Bangkok	To-morrow
Mongkut	2	h Stenham	Brit. str.	805	Oct. 2	Yuen Fat Hong	Shanghai	To-day
Nanyang	5	h Lehmann	Ger. str.	1059	Oct. 7	Siemssen & Co.	Yokohama	To-morrow
Niobe	5	c Pfaff	Brit. str.	1440	Oct. 4	Siemssen & Co.	.....	To-morrow
Pallas	5	h Jackson	Ger. str.	2102	Oct. 9	Mitsui Bussan Kaisha	Shanghai	To-day
Feiyang	5	h Wheeler	Brit. str.	1691	Oct. 10	Siemssen & Co.	.....	To-morrow
Proponia	5	c Faraday	Ger. str.	1390	Oct. 7	Chinese	Shanghai	.....
Rio	5	.....	Den. str.	1009	Sept. 14	Wiesler & Co.	.....	H'loon Do
Shantung	5	c Frampton	Brit. str.	1636	Oct. 7	Butterfield & Swire	Sourabaya	13th inst.
Siam	5	h Weighell	Brit. str.	1678	Oct. 8	P. & O. S. N. Co.	Europe, &c.	To-morrow
Siam	5	c Messer	Brit. str.	958	Oct. 7	Bradley & Co.	.....	To-morrow
Straits of Dover	5	c Halliday	Brit. str.	1804	Oct. 8	Carlowitz & Co.	.....	To-morrow
Strathmore	5	c Cunningham	Brit. str.	2292	Oct. 8	Carlowitz & Co.	.....	To-morrow
Takung	5	c Hogg	Brit. str.	1508	Oct. 7	Butterfield & Swire	Shanghai	To-day
Takung	5	c Cranston	Brit. str.	977	Oct. 1	Jardine, Matheson & Co.	.....	To-day
Titan	5	c Thompson	Brit. str.	1626	Oct. 8	Butterfield & Swire	London, &c.	To-day
Tritos	5	c Conesler	Ger. str.	1058	Sept. 29	Lauts and Wegener	Yokohama	13th inst.
Verona	10	Touque	Ger. str.	1876	Oct. 8	P. & O. S. N. Co.	.....	To-morrow
Wootan	5	c Ott	Ger. str.	1015	Oct. 7	Lauts & Wegener	.....	To-morrow
Yuenang	5	c Waddell	Brit. str.	1150	Sept. 29	Jardine, Matheson & Co.	.....	To-morrow
Yung Ching	5	h Harris	Chi. str.	730	Aug. 6	C. M. S. N. Co.	.....	Laid up
Zafro	5	c Cobban	Brit. str.	697	Oct. 8	Shewan & Co.	Amoy	To-day
Saltine Vessels								
Amy Turner	2	h Warland	Amer. bge.	553	Oct. 2	Order	.....	To-morrow
Barcove	3	h Yeo	Brit. str.	2043	Oct. 7	Order	.....	To-morrow
Caleb	5	c Steenach	Brit. str.	393	Sept. 27	Order	.....	To-morrow
Caleb Curtis	5	c Brock	Amer. yach.	36	June 4	Captain	.....	To-morrow
George S. Hamer	3	h Hamer	Amer. bge.	1281	Aug. 30	Shewan & Co.	.....	To-morrow
H. H. Haddock	3	h Higginbotham	Ger. bge.	1240	Aug. 2	Melchers & Co.	.....	To-morrow
Iry	3	c Lowell	Amer. str.	1189	Aug. 26	Shewan & Co.	.....	To-morrow
Japan	5	c Guontavino	Italian bge.	828	Sept. 26	Moss & Co.	.....	To-morrow
Lillian L. Robbins	2	c Robbins	Brit. str.	1639	Sept. 12	Order	.....	To-morrow
Luz	3	c Albrecht	Ger. bge.	403	Aug. 30	Siemssen & Co.	.....	To-morrow
Stage	3	h Haddock	Brit. bge.	336	Sept. 7	Gilman & Co.	.....	To-morrow
Sasquehanna	3	c Sewall	Amer. str.	2632	July 19	Reuter, Brockmann & Co.	.....	To-morrow
Thermopylae	5	c Winchester	Canad. bge.	975	Sept. 11	Order	.....	To-morrow
Wm. Le Locher	5	c Maddox	Brit. bge.	573	Sept. 24	Master	.....	To-morrow